

STEARNS PUTS NEW "EIGHT" ON MARKET

Four-Passenger Car Said to Be
Near Approach to Electric
Coach.

Among the possibilities created by the development of the Knight type motor by the P. E. Stearns Company is an eight-cylinder motor for a four-passenger car model, which in design, performance and appointment, is said to be the nearest approach to the electric coach thus far made by builders of gasoline motor cars. The body design in coach work and interior finish is especially attractive, with a spaciousness and dignity of the interior. In performance the Stearns-Knight combination expresses the same real qualities associated with the electric coach. The price of this Stearns-Knight eight coupe is \$2,600, which is said to be an unusual price for the value included.

The coach designer has carried out the ideals of construction mentioned in the coupe model, the exceptions being that the fittings are of satin-finished silver mounted on ebony and blending into the quiet harmony of the interior. Considerations among the roadster models exhibited by this firm this year is the Stearns-Knight eight equipped with a multiple cylinder eight type power plant, said to be the first of its kind to be offered to the motoring world. The body is of ample dimensions, seating three passengers in front with a disappearing seat in the turtle deck.

BOOM IS PREDICTED FOR AMERICAN AUTO

Motor Car Manufacturers Ex-
pect Great Wave of Pros-
perity After War.

By JOHN N. WILLYS.

The effect of the European war on the future of the automobile industry is a question that is being discussed freely by motor car manufacturers. I have found that the consensus of opinion among the big producers in this country is that the end of the great struggle will mark the beginning of a new era of prosperity for American cars.

The European war already has created a boom in the American motor car market. It has opened entirely new fields all over the world for American-built cars. Much of this territory was formerly supplied by foreign automobile makers. But with the outbreak of the war and the subsequent taking over of the foreign factories for building war supplies, this enormous field was left wide open to American manufacturers.

And now that these new buyers have discovered the great advantages offered by American cars at any price, they will never entirely abandon this country's trade to go back to foreign makers at the close of the war.

The quantity production methods now in vogue in this country have enabled manufacturers to put the maximum of quality into their product at a minimum cost. The motor cars that are being manufactured in the big American plants today are made with better service, and sell at approximately half the price that they did a few years ago.

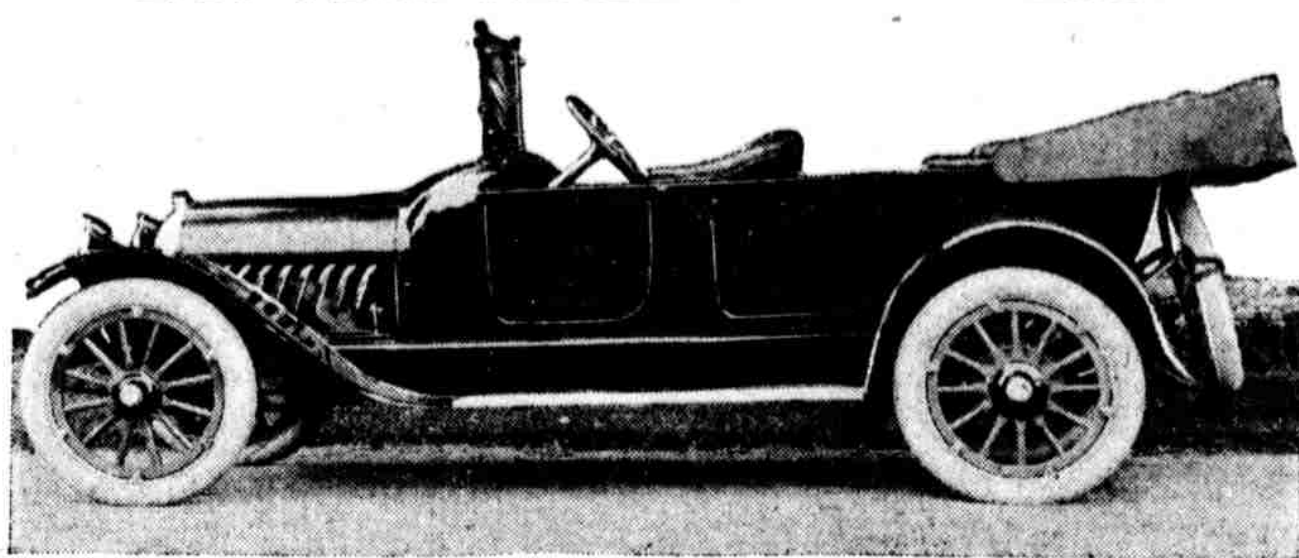
On the other hand, the foreign makers have limited their productions to a comparatively small number of cars each year. And it makes no difference whether the product be motor cars or lead pencils, the factory that has the facilities for manufacturing in large quantities is the one that turns out the best and lowest priced article.

Olds "Eight" Motor Shows Its Great Power

Except for the motors one detects very little difference in the chassis of the "four" and "eight" Olds cars, both of which weigh less than 2,800 pounds. Construction of the eight-cylinder motor requires a third cross member in the frame, and there is also a slight variation between the models in the designs of the rear axles. Both employ full floating features and the Hotchkiss drive, which provides torque through the rear springs; in the eight, however, the axle shafts are removable by taking out bolts on the wheel hub flange, while in the four a small collar on the side of the differential housing must be disconnected.

The four-cylinder motor is of the valve-in-head type, 3 1/2 x 5 inches, devel-

1916 OLDSMOBILE "ULTIM" EIGHT



With the development of the multiple cylinder motor, Oldsmobile engineers have not been idle. Their newest accomplishment, the "Ultim" Eight, has been commented upon with high tribute generally in motoring circles.

oping 20-horsepower and equipped with a metal silencing cap which completely encloses the exposed valve rocker arms. The "eight," with bore and stroke dimensions 2 1/2 x 5 1/2 inches, and developing 40-horsepower, is an interesting V type design, incorporating many novel features of construction. The crank case is divided vertically and cast integral with the cylinder block; consequently the motor is cast in two sections. Such a design facilitates assembling and making adjustments. Cylinder heads also are cast in two pieces and carrying the priming rocks and spark plugs, are removable, giving quick access to the valves and pistons. Hand hole cover plates located between the two rows of cylinder blocks give the same easy access to valve tappets.

ARCHIMEDES FATHER OF EASY RIDING CAR

Cantilever Spring in Automobile
Modern Application of An-
cient Greek's Discovery.

Archimedes is the father of easy riding in an automobile. Archimedes doesn't know it, and most people who are enjoying the comforts of easy riding haven't the least idea of it. But when he discovered the principle of the lever he solved the problem, which presented itself to engineers a couple of thousand years later, of making it possible for a heavy vehicle to travel at a great speed over indifferent roads without any discomfort to those in the vehicle.

The modern application of the ancient Greek's discovery is the cantilever spring.

Now, the cantilever spring in itself is a good thing, but there are a number of ways of making application of this good thing to automobiles. Fred W. Haynes, president and general manager of the Regal Motor Car Company, in a recent interview said: "The average motor car manufacturer figures that the ideal point for spring suspension would be midway between the two ends. The old idea that this added strength to the springs has been largely exploded. As a matter of fact, the true resiliency of a spring only shows itself when the fulcrum point is off center. In other words, the lower arm and the weight arm must have a certain relationship with each other in order to do their work most effectively. It is often overlooked and often worked out wrong. That is one thing about the cantilever spring which we think makes it better than any other application of this principle. It alone, over all other spring models, makes the use of a shock absorber unnecessary. One other detail usually overlooked is the angle at which these springs are set. This angle makes all the difference between action and reaction of the springs. It is one of the distinctive features of the Regal. We have worked it out with the utmost accuracy and experiment. Maybe old Archimedes could improve on the use of the cantilever in the Regal, but if he could in the car or on the wheel, I don't believe he would think it worth the trouble to try."

Packard to Conduct An Aviation Field

A large tract of land on Lake St. Clair, near Mt. Clemens, Mich., has been acquired by the Packard Motor Car Company, as an aviation field and landing place for aeroplane tourists. This announcement has been made by J. G. Vincent, vice president of engineering. Aviators will be received within a month and experiments will commence immediately thereafter, it is understood. The Packard company has become strongly interested in aviation affairs, and tests with the view of proving the value of the twelve-cylinder motor for aeroplane use have been in progress for six months. In anticipation of the greater use of the aeroplane for touring purposes, the field will be made available for the comfort and convenience of auto tourists, and probably will be equipped with various repair shops and supply stations, it is understood. Experimental aeroplanes will be fitted with motors designed by the Packard engineering department and constructed at the Packard factory. The company does not contemplate the manufacture of complete aeroplanes for the time being, at least, but will concentrate upon perfecting motors for aero use.



By MONTE W. SOHN.

Four hundred thousand people visited Grand Central Palace during the New York Automobile Show, according to Eddie Korby, its youthful director, an average for the seven and a half days of more than 50,000 a day.

A comparison of the largest paid attendance during the show was held at Madison Square Garden with Saturday's figures is interesting. In the old days a paid attendance of 4,000 was considered unusually good, and when the annual event was first held at the Palace the Garden had known one great day when 22,000 people paid their way into the show. Saturday night, after the last ticket was sold, the box office records showed that nearly 4,000 motorists and near-motorists had passed via the paid route through the Palace portals.

In consideration of the fact that general attendance to the big show has increased a proportionate 200 per cent, the growth of the automobile in popular interest need have no further argument here.

They are engaged. So he took her to the New York show. He wanted her to see the various cars because he really believed that after they were married he'd be able to buy a car. He knows all about cars, and he was explaining everything.

She was admiring the new Haynes, with its sleek finish and wire wheels. "What kind of a car is that, George?" she queried.

He looked over the car uncertainly for a moment, and then his eyes dropped to the ground. "Oh," he said, casually, "that's a French—an English car."

The Staterepost is guilty of the following blurb in a recent issue: "There is no such thing as a good city street-car service. The only one that has been and probably never will be. Perhaps the nearest approach to it is in Washington, but in Washington there are really no rush hours."

The author of this careful is hereby invited to spend a week of hours in Washington on our car tracks, confining his travels to the fourteenth street or Georgia avenue line, and doing his riding between 8 and 9 a. m. and 5 and 6 p. m. He will find the service for the kindly gentlemen to discuss ancient Washington is our Traffic Regulations. "Probably he would find them food for idealistic thought."

About Traffic Regulations. Some of these fine days—now that Pennsylvania avenue has become a mile of alleys, thanks to the new ordinance which permits parking on each side of the car tracks—there is going to be a serious accident near the Municipal building. All through the day there are half a dozen cars whose owners do not find it agreeable to park in the center of the avenue, so they are parked against the curb. This permits ample passage for the average vehicle, but the fire department's trucks, with particular regard for the hook and ladder which tears around that corner at times, are not average vehicles. It is sincerely to be hoped that the accident, when it does come, will not be a serious one to some of our very efficient fire fighters. At best there will be a stripping of mudguards, fenders, lamps and windshield. The worst that can happen is that the rear wheels of the truck will skid on a wet or icy pavement, smash a few cars, and kill or maim a dozen firemen.

The Indianapolis Motor Speedway's sixth annual motor speed trials will be held Decoration Day at 1:30 p. m. The blue ribbon speed sweep limits entrants to 30 cubic inches piston displacement, maximum weight 2,200 pounds and only thirty-three may participate. Cash prizes will be as follows: First, \$12,000; second, \$5,000; third, \$3,000; fourth, \$2,000; fifth, \$1,500; sixth, \$1,000; seventh, \$750; eighth, \$500; ninth, \$250; tenth, \$100.

The provision made by the officials that every car must show a minimum speed of eight miles an hour indicates that a new world's track record will be established, and it will be interesting to learn whether the Chrysler or Sheephead Ray will stage the record-breaking event.

Leslie Bonette, employed with a tire accessory firm in Sacramento, Cal., established what may be a world's record for rapid tire changing.

The contest grew out of the assertion

of another motor firm that one of its employees had the fastest tire changer on the coast. The test was arranged by a local theater, and a packed house greeted the contestants.

At a signal from the referee the cars were jacked up, the air let out of a rear tire, the rim removed from the wheel and the casting taken off the rim. The deflated tube was extracted and examined by the referee, and then replaced and the tire put back on the car and pumped to eighty pounds pressure.

Each of the young men completed the change in five and one-half minutes in the first trial, but Bonette took the final contest in the amazingly short time of 2 1/2 minutes.

VELIE "SIX" COUPE
IS EXHIBITED HERE

Many Visitors Attracted By New
Model Shown By Washing-
ton Dealers.

The Velie Motor Vehicle Company, of Moline, Ill., have announced a new type enclosed car body for the "Velie Six" chassis, which is unique in more ways than one. This body is built on coupe lines, but has a seating capacity of four passengers.

The main seat is of ample width for three persons. The driver being seated slightly ahead of the other two gives him greater freedom, at the same time adds to the comfort of the guests. The fourth seat is mounted on a stationary pedestal and may be revolved into any desired position.

The drop windows are of the endless variety, and are held in any position by an automatic device. Back blue, white, red, or any color is available. The "Velie Blue" body color. A large compartment in the rear deck provides a safe place for the extra tools, equipment and workmanship in its highest form is evidenced in the body work and finishing.

The Moss-Hughes Company, local dealers, who handle the Velie, have just received the "Coupe Six" model. Its unusually distinguished appearance has attracted many visitors since its arrival.

New Car Goes 21.6 Miles
On Gallon of Gasoline

Notwithstanding the fact he was driving a car that was new and with tight bearing, Dr. O. Haraldson, of Watertown, S. D., was able to drive fifty-four miles over rough country roads and used but two and a half gallons of gasoline, an average of 21.6 miles per gallon.

This showing was accomplished by an Oakland Model 32, six cylinder car, which sells for \$795.

The Oakland Company have on file written statements from owners, who have kept perfect records, which show results much better than Haraldson's. The newness of the car, however, sets his feat out as being exceptional.

U. S. Wants a Draftsman.

Uncle Sam is seeking a topographic and submarine draftsman for employment at the Philadelphia navy yard. A civil service examination to secure eligibles for appointment will be held by the Civil Service Commission February 15. The position pays from \$14 to \$20 a day.

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MILLER EMPLOYEES SHOW APPRECIATION

Present Handsome Silver Ciga-
rette Case to A. H. Shoup,
General Manager.

As a token of their esteem and an evidence of the high favor in which he is held, the employees of Miller Brothers recently presented to A. H. Shoup, general manager of the organization, a handsome silver cigarette case.

Their appreciation is merely a mite of tribute generously echoed by all who have known him. A man of intense likes and dislikes, yet absolutely fair and honest in judgment, the organization has gathered to him is one of loyalty.

No individuality is lost under his regime. The veriest apprentice or office boy is considered, and no employee who is worth "more money" needs to ask for it. Automatically—for "A. H." has a way of learning these things—he is advanced to greater responsibilities and larger income.

He is fair to a fault, and yet no shirkers last long in the Miller organization. Quickly they are weeded out, for the vigilant eye of "A. H." discovers them in some mysterious way on short order.

Emphatically a remarkable character, his eccentricities of management are all on the credit side of the ledger.

The code of square dealing has always prevailed at the I street store and is the great reason for its extensive patronage.

New Service and Supply
Store Opened by Donohoe

Consistent with the rapid development of his business during the past year at Fourteenth and I streets, Irvin T. Donohoe has opened another automobile supply and service station at 1215 Fourteenth street between N street and Rhode Island avenue.

The ever increasing popularity and success of the unpretentious I street establishment at Fourteenth and I streets, Irvin T. Donohoe has opened another automobile supply and service station at 1215 Fourteenth street between N street and Rhode Island avenue.

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GIRL SHOTS FATHER DEFENDING MOTHER

Pair Separated, Daughter Fires
Through Door When Man
Tries to Enter.

KANE, Pa., Jan. 12.—Susan McAlee, fifteen years old, shot and probably

fatally injured her father, Christ McAlee, when he attempted to enter the McAlee home at Johnsonburg, McAlee and his wife separated last October.

When McAlee tried to enter his former home his daughter ordered him to leave. When he refused the girl got a revolver and shot through the door.

The bullet struck McAlee above the heart and tonight his condition is critical. The girl was taken to the Elk county jail.



Double-Header Power With Pullman Comfort

You really drive two mighty "six" engines, merged perfectly into one unit, and controlled with utmost simplicity. Throughout the country National "Highway" cars are establishing new records for sales and performance.

Flowing power of utmost flexibility, minimized gear shifting and smoother riding are but samples of its sum-totaled supereminence. Longer life and resultant economy are indirect advantages, because vibration is eliminated.

National built the first American sixes, and National Sixes of today are favorites among the owners of better grade cars. The Twelve is born of the Six, and the same factory, the same management, now offer "Highway" models in both six and twelve cylinder cars.

"HIGHWAY" SIX \$1690 "HIGHWAY" TWELVE \$1990 "NEWPORT" SIX \$2375

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Vermont Ave. and H St. N. W. Tel. Main 8761.
Made by National Motor Vehicle Co., Indianapolis, Ind.
For sixteen years successful builders in high-grade cars.

Immediate Delivery

We are now in a position to make immediate delivery of a limited number of REO Touring Cars—Both Fours and Sixes.

Demonstration On Request

Smith-Trew Motor Co.

1337 14TH STREET
Phone N. 510



Irvin T. Donohoe

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No car of equal quality can be sold for a price as low as the Cadillac price unless it commands a market as large as the Cadillac market.
Immediate Deliveries
THE COOK & STODDARD CO.
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